

A photograph of a moss-covered wooden trestle bridge over a river, with trees in the background. The bridge is made of dark wood and has a single wire running across it. The background shows a river and trees, with a slightly hazy atmosphere.

Iowa DOT Rail Abandonment

How and when information is gathered and provided to the public
& where the public can find the information

Website Quarterly Updates

The Iowa DOT checks the STB website each quarter for newly filed abandonments & updated actions to existing abandonments.

Surface Transportation Board

https://www.stb.gov/stb/public/resources_abandonment.html

https://www.stb.gov/stb/public/resources_abandonment.html



Surface Transportation Board

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Search STB:

[STB Home](#) | [Public Information > Resources: Abandonment](#)

[Resources: How to File](#) | Applications for abandonment are normally handled under a "modified procedure." Cases are decided based on the written submissions of the parties.

[Resources: Filing Fees](#)

Resources: Abandonment | Most abandonment applications are filed by the rail carrier owning the track to be abandoned. The most frequent type of abandonment requests the STB receives is from a railroad stating that the track has not been used for two years or more (such a case is entitled "Notice of Exemption") or that the track has so little traffic on it that it is clear that the carrier could not be making a profit on it (such a case is entitled a "Petition for Exemption").

[Resources: Construction Cases](#)

[Resources: Rails to Trails](#) | Pleadings filed in opposition to abandonments are usually filed by shippers or receivers who are stationed along the line to be abandoned, but other persons may also file in opposition provided that they either challenge the railroad's statements as filed or offer evidence to show that the shippers and receivers on the line would suffer more harm by losing the rail service than the carrier would suffer by continuing to provide the service.

[Resources: Rail Line Sales](#)

[Resources: ICC Information](#)

[Inquiries: Public](#) | Procedures are available for those who would like to purchase the line and assume the common carrier obligation to provide service (contract or non-contract) over the line, or who would like to offer the carrier a subsidy to continue to provide the service. This is called an "Offer of Financial Assistance."

[Inquiries: Congressional](#)

[Inquiries: Media](#)

[Inquiries: Library](#) | Procedures are also available for those who would like to see the rail corridor made into a public trail or who would like to put the right-of-way to another public use.

To learn about past abandonments please contact the [Office of Public Assistance, Governmental Affairs, and Compliance \(OPAGAC\)](#). Be prepared with the docket number if you have it, the name of the railroad that last provided service over the line, the location of the line (State and County), the end points of the line, and direction of the line (north-south or east-west).

To learn more about the abandonment processes please contact the [Office of Public Assistance, Governmental Affairs, and Compliance \(OPAGAC\)](#).

The STB's rules governing abandonments are at [49 CFR Part 1152](#).

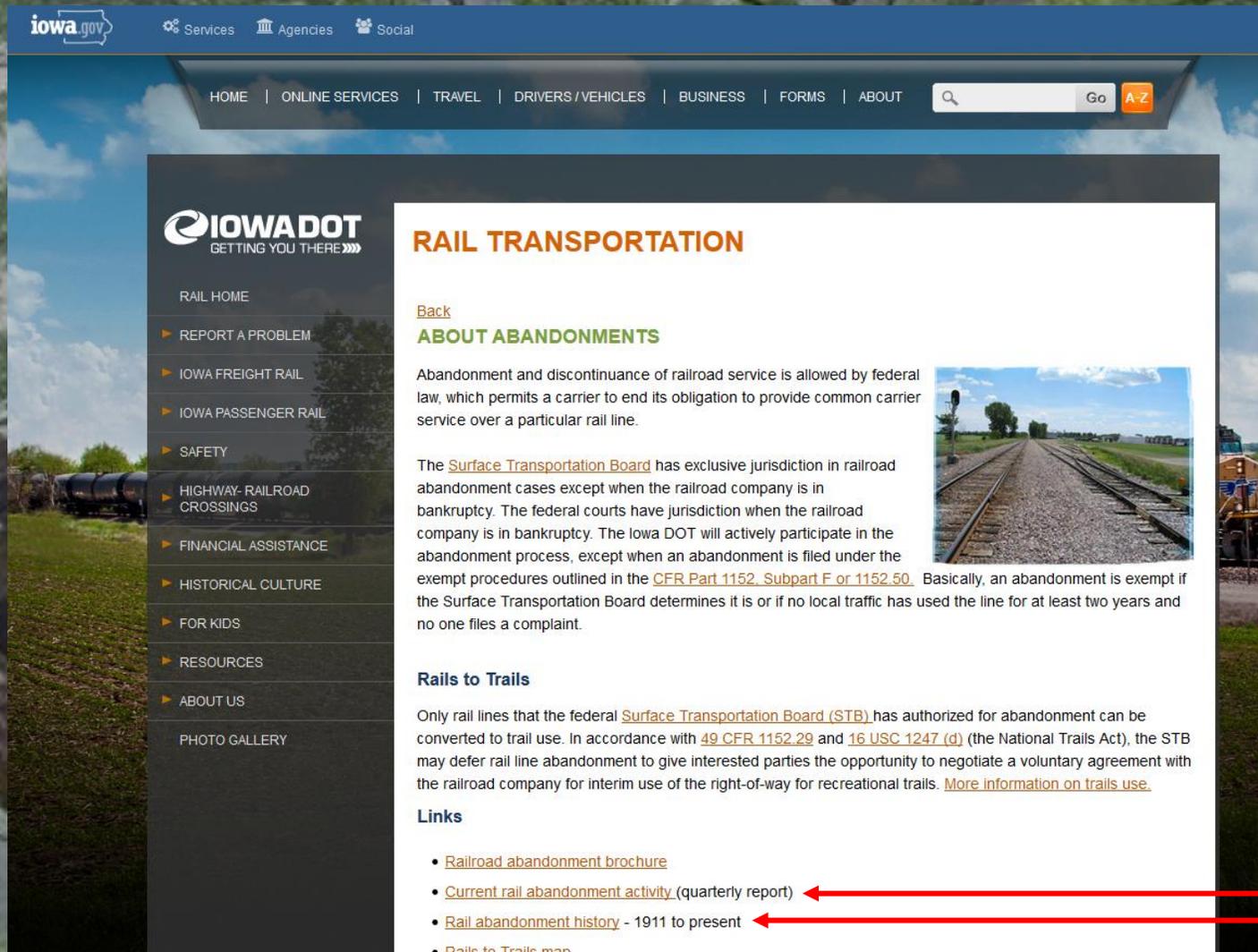
You can view recent abandonments using the [Railroad Map Depot](#).

Surface Transportation Board, 395 E Street, SW, Washington, DC 20423

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Iowa DOT Rail Abandonment Webpage

<https://iowadot.gov/iowarail/aboutabandonments>



The screenshot shows the Iowa DOT Rail Abandonment Webpage. The header includes the Iowa DOT logo and navigation links for Services, Agencies, and Social. The main navigation bar contains links for HOME, ONLINE SERVICES, TRAVEL, DRIVERS / VEHICLES, BUSINESS, FORMS, and ABOUT, along with a search bar and a Go button. The left sidebar features the Iowa DOT logo and a list of navigation options: RAIL HOME, REPORT A PROBLEM, IOWA FREIGHT RAIL, IOWA PASSENGER RAIL, SAFETY, HIGHWAY- RAILROAD CROSSINGS, FINANCIAL ASSISTANCE, HISTORICAL CULTURE, FOR KIDS, RESOURCES, ABOUT US, and PHOTO GALLERY. The main content area is titled "RAIL TRANSPORTATION" and includes a "Back" link and a section for "ABOUT ABANDONMENTS". This section explains that abandonment and discontinuance of railroad service is allowed by federal law and that the Surface Transportation Board has exclusive jurisdiction in railroad abandonment cases. It also mentions that the Iowa DOT will actively participate in the abandonment process. A photograph of railroad tracks is shown. Below this is a section for "Rails to Trails" which states that only rail lines authorized for abandonment can be converted to trail use. The final section is "Links", which lists: Railroad abandonment brochure, Current rail abandonment activity (quarterly report), Rail abandonment history - 1911 to present, and Rails to Trails map. Red arrows point to the last three links.

RAIL TRANSPORTATION

[Back](#)

ABOUT ABANDONMENTS

Abandonment and discontinuance of railroad service is allowed by federal law, which permits a carrier to end its obligation to provide common carrier service over a particular rail line.

The [Surface Transportation Board](#) has exclusive jurisdiction in railroad abandonment cases except when the railroad company is in bankruptcy. The federal courts have jurisdiction when the railroad company is in bankruptcy. The Iowa DOT will actively participate in the abandonment process, except when an abandonment is filed under the exempt procedures outlined in the [CFR Part 1152, Subpart F or 1152.50](#). Basically, an abandonment is exempt if the Surface Transportation Board determines it is or if no local traffic has used the line for at least two years and no one files a complaint.



Rails to Trails

Only rail lines that the federal [Surface Transportation Board \(STB\)](#) has authorized for abandonment can be converted to trail use. In accordance with [49 CFR 1152.29](#) and [16 USC 1247 \(d\)](#) (the National Trails Act), the STB may defer rail line abandonment to give interested parties the opportunity to negotiate a voluntary agreement with the railroad company for interim use of the right-of-way for recreational trails. [More information on trails use.](#)

Links

- [Railroad abandonment brochure](#)
- [Current rail abandonment activity](#) (quarterly report)
- [Rail abandonment history](#) - 1911 to present
- [Rails to Trails map](#)

Quarterly Report

https://iowadot.gov/iowarail/pdfs/current_abandonment_status.pdf

CURRENT IOWA RAILROAD ABANDONMENT STATUS

Iowa Department of Transportation, Office of Rail Transportation

Updated March 25, 2019

This status report indicates the abandonment actions before the Surface Transportation Board (STB) as of the date indicated above.

Updates included in this status are obtained from the Surface Transportation Board website: <http://www.stb.dot.gov>

All actions before the STB for a specific abandonment (or more recent actions) can be found by clicking on the STB Docket listed below OR entering the docket number in the Enhanced Search on the STB website: <https://www.stb.gov/home.nsf/enhancedsearch?OpenForm>

Highway authorities: Once the rail is removed from the crossing and the surface restored, highway authorities are responsible for removing any advance warning signs, pavement markings and any other signage related to the highway-railroad crossing at or near the location of the following crossings. Once the crossing is restored and signage removed, highway authorities are asked to advise the Iowa DOT rail abandonment coordinator (listed below) so that the state-wide highway-railroad crossing inventory database can be updated.

Kris Klop, Abandonment Coordinator 515-239-1108 kristopher.klop@iowadot.us

This abandonment report affects crossings in the following jurisdictions:

Council Bluffs, Des Moines, Franklin County, & Mason City

Any questions about current or past abandonments can be directed to Kris Klop at 515-239-1108 or kristopher.klop@iowadot.us

*The effective date can be stayed for any number of possible reasons. This date represents the earliest possible date the abandonment can be effective. The most common reason for a stay is for trails use negotiation.

** A railroad has one year after a successful abandonment action to consummate or complete the abandonment. Most often, removal of rail & signals, restoration of any crossing surfaces, etc. occurs within that one year period, but is not required to occur in a specific time frame. When purchased for trails use, removal of rail, signals, restoration of any crossing surfaces, etc. may occur during the negotiation period or is negotiated between the railroad and trail owner after a sale.

| | | | | | |
|---|----------------------------|------------------------|------------------------------------|---|---|
| STB Docket Number: | AB-314-7-X | | | Railroad: | Chicago Central and Pacific Railroad (CN) |
| Co Bluffs across Missouri River into Omaha, NE | | | | County or Counties: | Pottawattamie |
| Including MP 510.62 to 514.80 (2.12 miles -- MP equation where MP 511.35 = MP 513.41). Also, the south leg of its wye track extending from MP 511.17 for .44 miles. | | | | Initial Effective Date*: | 7/26/2015 |
| | | | | Trail Use Status: | No negotiations |
| | | | | Consummation or Sale Date**: | |
| | Date | Action | Filed by | Comments | |
| Initial Abandonment Filing: | 1/22/2015 | Petition for Exemption | Chicago Central & Pacific | | |
| Latest Action: | 7/14/2015 | Decision | STB | Latest Action: Due date for OBT to file an OFA is July 16, 2015. No OFA filed. If no OFA filed, abandonment effective July 26, 2015 | |
| At-Grade Crossings affected by the abandonment (Note responsibilities of highway authorities indicated in header above): | | | | | |
| Railroad | FRA # | RR Milepost | State Hwy # (if applicable) | City/County Street | City/County |

Quarterly Report

https://iowadot.gov/iowarail/pdfs/current_abandonment_status.pdf

| | | | | | | | | | | | |
|---|--------------|--------------------|----------------------------------|-----------------------------|--------------------|---|--|--|--|--|--|
| STB Docket Number: AB-33-327-X | | | | | | Railroad: Union Pacific Railroad Company | | | | | |
| Rockwell Industrial Lead - Near Elm Street to near 19th Street in Mason City | | | | | | County or Counties: Cerro Gordo | | | | | |
| MP 155.5 to MP 157.5 (2.0 miles) | | | | | | Initial Effective Date*: | | | | | |
| | | | | | | Trail Use Status: | | | | | |
| | | | | | | Consummation or Sale Date**: | | | | | |
| Date | | Action | | Filed by | | Comments | | | | | |
| Initial Abandonment Filing: | | | | | | | | | | | |
| Latest Action: | | 3/6/2019 | | Trail Use Agreement reached | | Iowa National Heritage Foundation | | Last Action: INHF & Union Pacific completed negotiations and property transfer between UP and INHF / public agencies for Trail Use / Rail Banking. | | | |
| At-Grade Crossings affected by the abandonment (Note responsibilities of highway authorities indicated in header above): | | | | | | | | | | | |
| Railroad | FRA # | RR Milepost | State Hwy (if applicable) | City/County Street | City/County | | | | | | |
| UP | 201853R | 155.2 | | 13th St. NE | Mason City | | | | | | |
| UP | 201852J | 155.4 | | Elm Dr. | Mason City | | | | | | |
| UP | 201851C | 155.7 | | 4th St. NE | Mason City | | | | | | |
| UP | 201850V | 155.9 | | 3rd St. NE | Mason City | | | | | | |
| UP | 201849B | 156.1 | | E. State St. | Mason City | | | | | | |
| UP | 201848U | 156.2 | | 1st St. SE | Mason City | | | | | | |
| UP | 201847M | 156.4 | | 5th St. SE | Mason City | | | | | | |
| UP | 201846F | 156.7 | | 8th St. SE | Mason City | | | | | | |
| UP | 201845Y | 157.2 | | 15th St. SE | Mason City | | | | | | |
| UP | 201844S | 157.47 | | 19th St. SE | Mason City | | | | | | |

Rail Abandonment History

https://iowadot.gov/iowarail/pdfs/current_abandonment_log.pdf

Forty-four pages of abandonments going back to the 1920's.

This is also updated each quarter.

| Updated 03/25/19 | | IOWA RAILROAD ABANDONMENTS LOG | | | | | | | | | | | | | |
|--------------------------------------|---------|--|--|----------|--|---------------|-------------------|------------------|-------------------------------|---------------------------------------|-----------------------|--|---|-------------------------|--------------------------|
| Date Filed with ICC/STB ⁴ | | Interstate Commerce Commission or Surface Transportation Board Docket ^{1,4} | | Railroad | | Miles in Iowa | Iowa DOT Position | Date of Decision | Date Final Decision or Action | Initial Effective Date ^{2,4} | Acquired for Rail Use | Acquired for Rail Banking/ Trails Use ⁵ | Notice of Interim Trails Use Negotiation Open | Negotiation Period Ends | Microfilmed ⁷ |
| IDOT - 13 | CM&StP | WOODWARD TO PHILDIA Dallas | | 4.37 | | | | | | 1/1/22~ | | | | | No |
| IDOT - 14 | CCCC | MAIN TRACK TO SHAFT NO. 10 | | 0.86 | | | | | | 1/1/23~ | | | | | No |
| 3180 | MB&S | MUSCATINE TO BURLINGTON Muscatine Louisa Des Moines | | 50.00 | | 05/10/24 | 05/10/24 | 6/10/24~ | | | | | | | No |
| 4246 | CRI&P | STOCKTON TO DAVENPORT Muscatine Scott | | 16.28 | | 04/08/25 | 04/08/25 | 5/8/25~ | | | | | | | No |
| 4790 | M&StL | VAN CLEVE TO STATE CENTER Marshall | | 10.46 | | 07/22/25 | 07/22/25 | 8/22/25~ | | | | | | | No |
| 6321 | CRI&P | REASONER TO MONROE Jasper | | 6.41 | | 07/18/26 | 07/18/26 | 8/18/26~ | | | | | | | No |
| 5343 | CCCC | COLFAX TO COAL MINES Jasper | | 5.50 | | 04/12/26 | 04/12/26 | 5/12/26~ | | | | | | | No |
| IDOT - 15 | CRI&P | DIGBY TO IOWA CITY Johnson | | 3.88 | | | | 1/1/28~ | | | | | | | No |
| IDOT - 16 | CRI&P | ELMIRA TO DIGBY Johnson | | 3.82 | | | | 1/1/29~ | | | | | | | No |
| 8575 | CNW | BOONE TO OGDEN Boone | | 10.24 | | 12/29/30 | 12/29/30 | 1/29/31~ | | | | | | | No |
| 7705 | CMStP&P | FARLEY TO WORTHINGTON Dubuque | | 6.90 | | 03/05/30 | 03/05/30 | 4/5/30~ | | | | | | | No |

Rail Abandonment Interactive Map

<https://iowadot.maps.arcgis.com/apps/MapSeries/index.html?appid=95a7af3a70f948d3b0dc40805e51805a>

